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INFORMATION REPORT

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PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

42nd Independent Flight Regiment Technical Battalion (Gremuz), at Kecskemet (4655N/1945E) Airfield providing logistical support to the Fighter Regiment

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SUPPLEMENT TO REPORT #

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THIS IS UNEVALUATED INFORMATION

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1. The primary mission of the 42nd Gremuz was to render logistical support to the fighter regiment (62nd) stationed at Kecskemet Airfield; secondarily, it rendered logistical support to Division Headquarters (66th). However, Division Headquarters was capable of supporting itself if it were relocated within a city.
2. Functionally, the 42nd Gremuz was responsible for base maintenance, including the activities described below:
 - #1 - GLP Material Command.
 - #2 - Commander, 42nd Gremuz - organization, has one staff car with driver assigned to him.

#3 and #4 =

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#5 - 62nd Fighter Interceptor Regiment

#6 - Deputy (Political) Commander

#7 - Political Sub-Department.

#8 - Party Secretary's Office (Communist) - independent of battalion commander, established party cells in the battalion, kept track of battalion Communist Party membership, issued Communist Party membership cards.

#9 - Political Supervisory Committee - its existence in the battalion was questionable to us.

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#10 - C.P. Political Department.

#11 - Executive Officer - responsible for the accomplishment of routine military affairs as opposed to the commander's responsibility of seeing that the mission of the battalion was accomplished.

#12 - Combat Operations Department - responsible for the coordinative functions of the following sub-departments:

#12a - Guard Company - ninety to 100 men provided internal base security and were responsible for base defense in event of ground attack.

#12 b - Submachinegun Platoon - part of internal security forces.

#12c - Ammunition Dump - responsible for ammunition storage for entire airfield, including tenant units. Not known whether or not they were also responsible for the requisition of ammunition supplies. It should be understood that ready ammunition was on hand at flight line for four or five turn-arounds.

#12d - Training Material Depot - maintained supply of office and sports equipment needed for training of enlisted personnel.

#12 e - Fire-Fighting Platoon - two or three fire trucks, probably capable of operating with both water and chemical agents. This department also responsible for enforcing fire regulations, and inspections of hand extinguishers. (One for each two aircraft and base buildings.)

#12f - Classified Documents Control Section.

#12g - Classified Library

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#12h - Classified Correspondence Typing Section.

#12i - Unclassified correspondence typing section.

#12j - "Mobilization Depot" - additional trucks and cards were kept here in "mothballs" to be put into service in event of national emergency.

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- #12k - Multi-Purpose Lecture Room.
- #12l - Motor Pool - furnished transportation and maintenance of all motor vehicles on and attached to base. Also furnished drivers.
- #12m - Motor Pool PQL Dump.
- #12n - Motor Pool Maintenance Garage.
- #13 - Quartermaster Depot.
- #14 - Clothing Service Section - maintained personal clothing files, records, receipts, etc. Saw to it that everyone was issued the proper clothing that they had coming. Broken down into the following sections:
 - #14a - Typing Section for #14.
 - #14b - Flying Clothing and Personal Equipment.
 - #14c - Special Clothing Section - overalls, special work clothes for mechanics and other ground crews.
 - #14d - Enlisted Personnel Uniform Issue - also linen exchange.
 - #14e - Shoe Repair Shop.
 - #14f - Tailor Shop.
- #15 - Food Service.
 - #15 a- Food Storage Depot.
 - #15b - Messhall for Flying Personnel.
 - #15c - Technical Personnel Mess.
 - #15d - Enlisted Mess.
- #16 - Building Maintenance - responsible for maintenance of base utilities, buildings, and office equipment repair.
 - #16a - Building Supply Depot.
 - #16b - Repair Shop.
 - #16c - Heating Fuel Storage (Coal and Wood).
- #17 - Q.P. Material Command, Comptroller General.
- #18 - Finance Sub-department.
 - #18a - Cashier Department.
 - #18b - Chief Accountant.
 - #18c - Accountant Typing.
 - #18d - Pay Records Clerk.
- #19 - Base Infirmary - 30 beds, no facilities for major surgery.
- #20 - Aircraft PQL Dump - Since 1954, supplied from Hungarian sources, some isolated cases from Rumania. Before 1954, PQL supplies were furnished by the USSR. Stored 78 and 87 octane gas for conventional aircraft

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(YAK-11), T-1 jet kerosene for MIG-15s and MIG-17s. Whenever an aircraft requiring a different fuel, i e , IL-10, was scheduled to land here, another base on which IL-10s were stationed, had to be called upon to send a truck with the required fuel. Such aircraft was required to report to the base beforehand about its visit. T-1 type jet fuel could also be used for oil transformers and circuit breakers. Since it had one percent impurities and was originally a transformer oil, it was simply designated "T-1".

#20a - Fuels and Lubricants Analysis Lab - Headed by one chemical engineer.

#21 - Ordinance Subdepartment - actually translated, the title "Mu Alosztaly" could mean either "synthetic" (man-made) or "Engineers Subdepartment". 25X1

the base did store and handle explosive ordnance. This department was subdivided as follows: 25X1

#21a - Explosive Ordinance Disposal.

#21b - Armaments Expert - advisor on malfunctioning weapons.

#21c - RW, CW, and BW Defense Officer - same function as #26 25X1

#21d - Depot - for storage of special tools and equipment used by ordinance subdepartment.

#22 - Communications Chief - responsible for ground communications (telephone switchboard) and communication between base ground defense posts. Cooperated with division and regimental communications section, but just how their responsibilities were divided is not known.

#22a - Communications Squad or Platoon.

#22b - Wire and Line Maintenance Section.

#22c - Ground Radio Maintenance Section.

#22d - Mobile Communications Unit Section - (Flight line mobile units) This section also sent out mobile aircraft controllers who could communicate with aircraft in flight. These units were used during training missions by sending them to points along the Czech border, for example, where they tuned in on aircraft frequencies and verified the pilots position, course, etc.

#22e - Communications Repair Shop - for ground radio and telephone.

#22f - Teletype Center.

#22g - Telephone Center - it is not known whether operated by support battalion or 66th Fighter Division.

#23 - Landing and Navigational Aid Company - Soviet designation "CSZP" (translation unknown). An independent unit, which might fall under division jurisdiction instead of battalion.

#23a - Runway Lighting Department - Runways, taxiways, perimeter lighting, approach lights, and obstruction lighting was their responsibility.

#23b - Search Light Platoon - Three or four mobile units for lighting of

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runways during inclement weather. Sometimes used to blind pilots in training flights in order to train them to fly by instruments. Also used for emergency illumination. No air defense function. Each unit had its own generator mounted on trucks. Reflector about two meters in diameter. Unknown whether or not radar controlled.

#23c - Two DF (Short and Long Range) Stations - the long range station could be picked up by aircraft while flying just about anywhere over Hungary. The short range station covered airfield vicinity only. Although an independent unit, it was responsible to division inspectors.

#23d - OSZP Control Room - not known whether or not other fighter regiments had OSZP units.

#24 - Airfield Maintenance - roads, grounds, and runway maintenance. Swept runways, cut grass, - manual work, no heavy equipment used.

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